GRUMMAN
plane news
Vol. 40, No. 18, October 9, 1981. Bethpage, N.Y. 11714

Grummanites to LTV

You can't buy a family

- pg. 2-3

Money talks. *Bob Lentino (L), Bob Simon, and Charlie Fuschillo (R) get ready to deposit over $15,000 in $1 bills into a special credit union account to fund an ad campaign in LTV's hometown in Texas.*

TV debate. *Videotapes of Joe Gavin's appearance on Channel 21 with LTV President Raymond Hay, and a special message to Grummanites from Jack Bierwirth were shown throughout the company last week.*

Winning combo. *Islander hockey players Bobby Nystrom (L) and Wayne Merrick express concern to George Skurla about the LTV bid during the taping of a commercial that is now appearing on Cablevision.*

Standing room only. *At the September 30 Grumman Retiree Club meeting, over 300 retirees gathered in Plant 28A to hear Jack Bierwirth and George Skurla oppose the LTV takeover attempt.*

Friends of flight. *Grumman Aerospace President George Skurla congratulates John Lehman Jr., the 65th Secretary of the Navy, for his speech to the 250 people attending the semiannual dinner of the Naval Aviation Commandery. Members of the Commandery are former aviators or people with aviation backgrounds. Their Fall dinner was held on September 21 in the Seventh Regiment Armory in Manhattan.*

Grummanites voice their opinions

Here are two letters worth a thousand words. One is addressed to George Skurla, Grumman Aerospace President; the other is to Paul Thayer, LTV Chairman.

Dear George,

Due to the fact that our family has been a part of the Grumman family for over 40 years, I feel in my heart the need to voice my opinion about the shock I received when I read about the possibility of Grumman being bought out by a firm in Texas.

I feel very angry that these people from Texas would have the audacity to even suggest such a thing as to have Grumman sell out to them. It makes me want to cry when I think about it. To let Grumman go away would be like losing a best friend, and Long Island would never be the same, or as good. To me, the two are synonymous.

Of course, I do not know any of the details, or just what brought this suggestion about, but I hope and pray that the executives of Grumman will reject this invitation to merger or sell out to anyone. I love Grumman the way it is and where it is, and I am sure there are those who feel almost as strongly as I about this matter. I beg you all to be as careful about what happens to Grumman as you have always been in the past.

As I said, Grumman has been very good for and to Charlie and me for all of these years, so naturally I have to stand up for something I believe in; and I believe in Grumman.

Respectfully,
Virginia Herold

Editor's note: Charlie Herold died last year. He started his Grumman career in 1941; his son Charlie works in Plant 6.

* * * * *

Dear Paul,

This letter is in regard to your most recent business venture. On your part, it was ingenious. The Grumman Corporation is sound and financially strong. But, Paul, Grumman is more than a mere corporation. We are a family!

You can't buy and sell a family. You can buy talent, but you can't buy a family.

Take another look at us. A good close look. Over 20,000 strong and *no union* ever. The family members I have spoken to want no part of this. We prefer to stand as a company and as a family. Paul, we wish you and your company good luck. But leave our family alone.

Regards,
Sheldon Feitlin

Editor's note: Sheldon works in Plant 3.

Rally. *Thousands of Grummanites crowded into the Plant 4 courtyard on Monday, September 28, to hear Jack Bierwirth, Joe Gavin, and George Skurla explain the company's opposition to LTV's takeover attempt.*

Grumman fights to remain independent

Nearly two weeks ago, the Board of Directors rejected LTV's unsolicited offer to buy Grumman and merge it with its Vought subsidiary. Since then, Grumman's fight to stay independent has been intense.

Over 8,000 Grummanites crowded into the Plant 4 courtyard to hear Jack Bierwirth, Joe Gavin and George Skurla explain the company's opposition to LTV's takeover bid.

Just as many Grumman men and women, along with Grumman retirees, have been writing and calling their elected officials to let them know that Grummanites like the company just the way it is.

That's not all

In addition, 14 radio commercials were aired 176 times; two TV commercials were aired 36 times; four basic newspaper ads were placed in major dailies in New York, Washington D.C., Texas, and major Grumman locations; 28,000 letters were sent to employees explaining the company's decision to fight the takeover bid; 16,000 letters to shareholders detailed the Grumman position on the LTV move; thousands of letters were mailed to government officials seeking their help in combatting the takeover; as were thousands of letters to Grumman subcontractors. Over 100,000 bumper stickers proclaiming "Long Island Loves Grumman " were distributed.

While the company and LTV launched their own ad campaign on the airwaves and in the papers, over 15,000 Grumman people donated a buck apiece to fund their own ad campaign against LTV. Underlining their position with an emphatic "NO," Grummanites placed their ad in the Sunday edition of the *Dallas News*. Grumman retirees also have an advertising program underway.

Political front

The battle to squelch LTV's takeover attempt is also being fought in the political arena. The Long Island Congressional Delegation urged President Reagan and Defense Secretary Caspar Weinberger to stop LTV's action to acquire Grumman. New York Senators Moynihan and D'Amato have also come out for Grumman.

Communication continues to be a key element. Videotapes of Gavin's debate with LTV's Raymond Hay and a special message from Bierwirth to all Grummanites were shown in cafeterias through the company. *Newsboards* are posted to keep Grummanites abreast of the latest developments, and *Plane News* is published daily.

All indications are that the next few weeks will be just as intense as the last two weeks as Grummanites continue the fight for independence.

Spreading the word. *Along with George Skurla, Jack Bierwirth and Joe Gavin (R) addressed over 8,000 Grummanites at an employee rally last week.*

Preserving a past for the future

Success in space. *The NASA/Grumman Lunar Module holds a prominent place in the space projects' showcase.*

Snuggled in the lower concourse of Plant 35 is the Grumman History Center's new home. Unlike its former site near Plant 2, the new location offers plenty of room to showcase the company's past endeavors in aerospace.

You name it; chances are the History Center has it. Grumman coveralls circa 1932. Aircraft and spacecraft models — those that made it and some that never left the drafting boards. Company playing cards, match books, and birthday cards. Wooden propellers. Thousands of photographs. The list goes on and on.

"This new location has allowed us to display more Grumman memorabilia and to keep track of the thousands of items that document Grumman's past," says Herman "Schoney" Schonenberg.

Commenting on the upsurge of visitors to the center, Schonenberg says, "A lot of people's interest in the company's history was sparked last year by the 50th anniversary celebrations."

The company's golden anniversary also spurred many Grummanites to rummage through their attics and donate their own mementoes to the History Center.

Come on down!

"Visitors are always welcome," says Schonenberg. The spacious History Center is open every business day from 8 a.m. to 4:30 p.m. If you are planning a lunchtime visit, Schonenberg recommends that you call first on Ext. 2401.

Aerospace leaders. *The new, spacious lobby of the History Center provides plenty of room to honor the company's 51 years of achievements.*

The Grumman connection. *Retiree Joseph Horak donated this WWII plaque which features the 'on the go' Grumman Service Representative.*

Time to remember. *Volumes of newspapers and magazines are stored in the History Center file room. This Time magazine hit the stands in September 1944.*

Looking back. *Lois Lovisolo, assistant historian, has become an expert on Grumman history. Here, she helps a visitor with a research problem.*

A touch of the past. *These reconnaissance plane models once hung from Leroy Grumman's office ceiling during WWII. Grumman historian H. 'Schoney' Schonenberg dusted them off and they 'fly' once again.*

Models galore. *Scores of Grumman aircraft models — those that flew and those that never left the drawing boards — fill the display cases.*

Flight Safety: Survival is the final exam

It was enough to put the fear of the Lord into anyone . . . even a test pilot who's logged thousands of flight hours.

When they ejected from an F-14 during a routine production flight on July 6, Grumman chief test pilot Chuck Sewell went out at 2,000 feet, and back-seater Paul Merana at 3,000 feet. They were hurled through the air at 28 feet per second.

The F-14, No. 404, crashed into the Atlantic Ocean south of the Shinnecock Inlet. But within 18 minutes, a Grumman rescue helicopter found the two men and plucked them out of the water. Not much later, they walked into the Flight Safety equipment room in Plant 6 for a hot shower and dry clothes. Their injuries? Minor scrapes and pulled muscles. They were treated at Central Suffolk Hospital and released.

"All things considered, they were pretty lucky," says Ed Cartoski of Flight Safety. "They turned their beacons on right away and we picked up the signal. Finding them was no problem. All their gear worked the way it was supposed to. And if you have to eject, summer is the time to do it; the water is warm and there's less danger of exposure."

Catch the wind. *Tommy Block (L) and Ed Cartoski (R) haul in parachute and life raft as trainee gets ready for the next task.*

No surprises

Ed Cartoski and Barry Brandow flew the rescue helicopter that picked up Sewell and Merana. Tommy Block and Artie Doyle were standing by in the equipment room when they came back.

All the people who work in Flight Safety — in rescue and equipment — are casual about the events of July 6. They *expect* things to go smoothly in an emergency because they work at it.

"We make damn sure that anybody who goes up in a Grumman aircraft knows all about his equipment," says Tommy Block. "Where it is, how to operate it, what it does. In an emergency, you don't get any second chances. You have to know exactly what you're doing."

In Flight Safety, everything and everyone must be ready to go at all times. All survival gear and apparel — about 42 pounds of it for each crew member — must be inspected, maintained, and re-packed on a rigid schedule. Forty-two pounds of harnesses, helmet, life raft, radios, parachute, mask, and more can add up to a lot of time and a lot of work.

Two chairs, no waiting. *Jim Prestinari (L) of Photo Services gets a lesson from Elmer Baumgart on the proper operation of ejection seats.*

It takes an hour and a half just to check out one parachute. It must be taken out of the case, laid out on the packing table, and gone over inch by inch for small rips or other damage.

"You hope the guy is never going to need the stuff, but his life may depend upon it," says Artie Doyle. "It's got to be in perfect shape." George Warnken also works in the equipment room; Joe Crane is their counterpart in Bethpage, handling the E-2C gear.

Chopper

Whenever a Grumman aircraft takes off for a test or production flight, the helicopter crew must be standing by. For Cartoski, Brandow, Charlie Anderson, and Karl Kupke, that means frequent training missions for air-sea rescue and meticulous maintenance of Grumman's S-61-R Sikorsky chopper.

"When Sewell and Merana bailed out, conditions for rescue were ideal," says Cartoski. "The water was calm, and we could land the helicopter and taxi up to them.

"It's a little tougher when you have rough seas. Then, you go into a hover 30 feet over the water. One crewman has to be lowered on a line, called a hoist, to assist the survivor and hook him up to the hoist. Then you haul both men up into the chopper."

But it's not enough for the rescuers to know their jobs: the people who fly in the airplanes have to know how to be rescued.

About 30 people — Grumman pilots and back seaters, photographers, Navy and Air Force personnel, and anyone else in flight status — have to be trained in emergency procedures. They must attend seat lectures every six months to review the operation of the ejection seat and all other survival equipment.

The seat lecture room is equipped with a simulated cockpit and an actual ejection seat. A student dressed in full flight gear is asked by Elmer Baumgart, "Ok, you're ejecting over land, a wooded area. What are you going to do first?"

A sign over the blackboard asks, "Am I as prepared to survive as I am to fly?"

Water survival training is another important part of the curriculum. Once a year, everyone in flight status goes out to Jamesport Beach to practice what to do until the helicopter shows up.

"It makes sense to train people in the environment they'll be working in," says Tommy Block. "Once a pilot or back-seater ejects and lands in the water, he's not home free.

"The parachute can be a real problem. . . if it fills up with water it can pull you down like a stone," he says. "We teach them how to get out from under as quickly as possible, and how to avoid getting tangled in the lines."

If the chute fills with air, it can act as a sail — pulling the ejectee through the water at considerable speeds. To simulate this, Block brings his own fishing boat out to Jamesport; the trainee, dressed in flight gear, is hooked up to a line from the back and pulled through the water.

'It's your life'

Block and Anderson are wearing wetsuits. With six people to train this afternoon, they'll be a long time in the water. Before starting the outboard motor, Cartoski waits for a signal from Block, who is giving the trainee last-minute instructions. Anderson, net in hand, is looking around for jellyfish.

"Tommy is a natural teacher," says Cartoski. "He can clown around with people just enough to put them at ease, but he's really all business.

"Sometimes you get somebody in for training who is a little bit indifferent or disinterested. Tommy will just tell them, 'Hey, it's your life. And if you have to eject from an airplane, I'm not gonna be there with you to show you what to do.' That seems to put things into perspective."

It's a no-nonsense operation — and it works. Just ask the people who fly the airplanes.

"I know that I was very well prepared," says Paul Merana. "Everything I was supposed to know in that emergency came back to me when I needed it. And I never had any doubts that they'd find us and pick us up."

Chuck Sewell agrees.

"I credit my good fortune and Paul's that day to the people in Flight Safety. . .they are outstanding. I've seen safety operations in the Navy, the Marine Corps, the Air Force, and foreign services, and there are none better than what we have at Grumman."

Wild ride. *Trainee learns how it feels to be dragged through the water by an air-filled parachute. Playing the part of the parachute is Ed Cartoski — operating the outboard motor.*

United Way Campaign

Still time to win

Today is an important day. It's the last day you can become eligible for the 1981 Grumman United Way Early Improvement drawing, the second of five drawings in the campaign.

One of the goals of this year's drive is to increase the number of payroll deductions. Any Grummanite starting a weekly payroll deduction for 50 cents or more, or increasing a current deduction by a quarter or more by the end of today, qualifies for the early improvement drawing.

"Our participation in the United Way has always been strong," says Wells Darling, the executive vice president of Grumman Allied Industries and this year's United Way campaign chairman. "It's something we're very proud of."

About 97 percent of all Grummanites participated in last year's drive. They donated $676,000 to the United Way of Long Island and a total of $132,000 to United Ways in other Grumman communities.

But, while Grumman employees made the largest donation of any employee group on Long Island, their average individual donation placed them fourth behind Citicorp, Fairchild and LILCO.

The success of the huge Grumman drive is especially important now. The tightening Federal budget will make it even harder for health and human service agencies to raise money.

From debt counseling to day care for children of working mothers, there are many such agencies available to Long Islanders. The United Way helps fund 120 such non-profit agencies.

Giving money the United Way makes sense from an economic point of view: 84 cents of every dollar you donate goes to the member agencies. That's because volunteers do much of the work at United Way; for example, more than 100 volunteers work on the allocations committee alone. These involved Long Islanders are the ones who determine which agencies will receive United Way support.

Support goes to help people you know. Paul Smith, a Grummanite, is the scoutmaster of a troop of mentally retarded boys in Suffolk County. He recently told a group of United Way representatives, "If people give more to United Way, it will be better for all of us in scouting." And for you and your community.

obituaries

HAROLD WESLEY of Presentation Services, Pl. 5, died Sept. 15 at the age of 58. He had been with the company since 1962 and resided at 78 Florence Dr., Syosset.

Personals

I would like to thank all my friends and co-workers for their thoughtfulness and sympathy during the recent loss of my father. Dick Lindstrom

I wish to express my sincere appreciation for the many expressions of sympathy received during the recent loss of my father. Marianne Colleluori

I wish to express my deep appreciation for the kindness and generosity extended by my many friends during the recent loss of my wife. Don Ball and Family

We wish to express our sincere appreciation for the many expressions of sympathy received during the recent loss of my father, Boleslaw Konczynski. Robert, Marilyn Konczynski and Family

calendar

Aikido Club: every Mon. and Wed., 5:15 p.m., GAA bldg.; for sport and self-defense; L.I. Aikido Federation; all Grumman employees welcome. B. Bauman, Ext. 3013

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdg. Bldg.; open meeting. C. Robb, Ext. 117-6526

Amateur Radio Club: every 3rd Wednesday of the month. Wed., Sept. 16, Pl. 5 conference room BD-1, 5 p.m. D. Townes, Ext. 2889

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext. 6680

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. G. Cupolo, Ext. 4155

Folk Dancer's Club: (Calverton) every Thurs., 2nd floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30 p.m., advanced 5:30 to 7:00 p.m., black belt instructors, physical and mental development; guests welcome. T. Ortiz, Ext. 4764

Model Railroad Society: every Wed., 7 p.m., Recreation bldg. Regular meeting. Guests welcome. R. Muntz, Ext. 115-6219

Photography Club: Mon., Oct. 12 and Mon., Oct. 26, Recreation bldg., 5 p.m. Guests welcome. D. Burdish, Ext. 115-8493

Tap Dancing Club: every Monday, Recreation bldg., 4:45 to 5:30. Beginners and guests welcome. P. Tropea, Ext. 8091

Tennis Club: Wed., Oct. 21, Recreation bldg., Room A, 5 p.m. Beginners to advanced players welcome. J. Blumling, Ext. 5184/B. Owen, Ext. 7629

people

In training

Here's a *Plane News* story about some train news about a retiree who went from small stuff in Yaphank to hot stuff in Coloma, California.

When Ed Spall moved West, he had to leave his much loved HO train set behind. But no railroader ever stops hearing that whistle blow and Ed is a real railroader.

Several years ago, at the urging of his wife Lucille, he decided to get back into his hobby. Something he had read about live steam railroading caught his attention. He and Lucille went to see some live steam trains built to one and one-half inch scale at Los Angeles' Griffith Park.

"That's all I had to see, with my wife telling me to do it," Spall wrote to Plane News. "I was down to Lomita the next day buying all the castings and fittings I needed to start, about $3,000 worth. Then I went shopping for the equipment to do the machining."

Three years later Spall's 11½ foot long (with its tender), thousand pound steam powered baby, the "Jolly Green Giant", was born. It will pull ten cars carrying 30 people.

Since he put the train on the track it has taken him, and a lot of lucky free riders, around Griffith Park and into television.

He and the Jolly Green Giant have appeared twice on "P.M. Magazine." They've also been featured in newspaper and magazine articles.

One of the points those articles point out was about that $3,000 figure mentioned previously. It cost Spall a little more than that to build the Jolly Green Giant.

It cost $21,000 more.

All aboard! *Is this not the perfect train to put under the Rockefeller Center Christmas tree? Retiree Ed Spall spent over three years casting and machining his own parts to build this PS4 Pacific engine and tender which together weigh over a thousand pounds. The engine burned coal at first but Spall converted it to diesel. Coal became too hard to get and too expensive.*

Bookish on Gumman. *Manufacturing engineering scholars Cathleen Grastataro ('80) and Michael Sheeron ('81) talk shop with Dick Cyphers (L), deputy director of Manufacturing-Technical, and Bill Lamberta (R), director of Manufacturing/Materials Engineering. Cathleen, Michael and scholar Frank Caputo (not pictured) are studying industrial engineering at Weber State University in Logan, Utah.*

It's time to choose your medical coverage

Choosing the right medical plan for you and your family is never easy. Within the next few weeks, you'll have to decide what medical care you want for 1982: traditional coverage under Grumman/Travelers group insurance plan, or membership in a health maintenance organization (HMO).

The enrollment period is from October 12 through November 13. The coverage you select goes into effect on January 1, and remains in effect until December 31, 1982. This is the only opportunity to change coverage for the upcoming year.

For Long Islanders, the HMOs available are: the Health Insurance Plan of Greater New York (HIP) with centers in Hicksville, North Babylon, Lake Ronkonkoma, Hempstead, and Valley Stream. The Blue Cross/ Blue Shield Family of HMOs of Greater New York offers three centers: the Montefiore Hospital Medical Group in the Bronx; the Community Health Plan of Queens/Nassau; and its new acquisition, the Community Health Plan of Suffolk in Hauppauge.

Change made

If you were a member of the Community Health Plan of Suffolk in 1981 and choose to remain with them for 1982, your health care will continue to be provided by the same personnel at the same center. However, benefits in some categories will change. Members will receive more information from Blue Cross/Blue Shield.

In Houston, the Prudential Health Care Plan, Inc. (PRUCARE) is offered; the Kaiser-Georgetown Community Health Plan HMO is available to Grummanites in Washington, D.C.

Group health insurance plans, such as Grumman/Travelers, cover health problems as they occur, reimbursing covered claims. Those choosing this coverage are free to select any licensed physician, and to be treated at any licensed medical center or hospital.

The freedom to select your doctor may be an important consideration: for example, if you have a long-standing relationship with your family practitioner or specialist, you may be reluctant to give that up.

An HMO is a group practice of general practitioners, specialists, and other professionals delivering health care at one facility. Members are cared for at the center; when surgery or emergency care is required, they are treated at an affiliated hospital.

HMOs stress preventive care, and members are encouraged to have regular checkups. All care is prepaid: there are no insurance forms, no deductible-per illness charge, no bills.

Money matters

The entire cost to support the Grumman/Travelers group health insurance plan is paid by the company. Grumman contributes that same amount toward HMO membership. In cases where the HMO premium exceeds the company's contribution, the balance of the premium must be paid by the employee through payroll deduction. (See accompanying table.)

If you choose HMO membership, you still keep your dental, disability, and life insurance coverage under Travelers. However, it is important to note that certain oral surgical procedures are not part of the dental plan, but are paid for under the major medical portion of the group health insurance plan. If you join an HMO, you will not be covered for those procedures.

Also, the HMOs do not provide chiropractic care, and they provide only limited psychiatric care.

By now, you have already received an application, brochure, open house notice, and a letter detailing the enrollment process from each HMO in your residential area.

You are urged to attend the open house sessions. However, you may also consider stopping by on a regular business day to get a better idea of parking, waiting time, and case loads.

A phone call away

Special telephone lines will be set up on November 4, 5, and 6 so that you may speak with representative of the Long Island HMOs. Those phone numbers will be announced. If you have questions about coverage under Travelers, consult your new employee handbook, or call the Insurance Department (Ext. 3146).

Open house schedule

Here is the open house schedule:

Health Insurance Plan of Greater New York HMOs

Queens-Nassau Medical Group
1 Rockaway Parkway
Valley Stream, N.Y.
(516) 825-3600
November 2 — 7:00 — 9:00 p.m.

226 Clinton St.
Hempstead, N.Y.
(516) 483-2020
November 3 — 7:00 — 9:00 p.m.

East Nassau Medical Group
300 Bayshore Road
North Babylon, N.Y.
(516) 586-2700
November 4 — 7:00 p.m.

350 South Broadway
Hicksville, N.Y.
(516) 938-0100
November 5 — 8:00 p.m.

640 Hawkins Avenue
Lake Ronkonkoma, N.Y.
(516) 737-0100
November 10 — 7:00 p.m.

Blue Cross/Blue Shield of Greater New York HMOs

Community Health Plan of Suffolk
3001 Express Drive North
Hauppauge, N.Y.
(516) 582-9800
October 14 — 7:00 p.m.
October 21 — 7:00 p.m.
October 24 — 10:00 a.m.
October 26 — 7:00 p.m.

Montefiore Hospital Medical Group
3444 Kossuth Avenue
Bronx, N.Y.
(212) 343-7500
October 14 — 7:30 p.m.
October 17 — 2:00 p.m.
October 21 — 7:30 p.m.
November 7 — 2:00 p.m.

Community Health Program of Queens-Nassau
410 Lakeville Road
New Hyde Park, N.Y.
(516) 352-2000
October 15 — 7:30 p.m.
October 17 — 2:00 p.m.
October 22 — 7:30 p.m.
November 7 — 2:00 p.m.

In Washington, D.C. and Houston, Texas, contact your Personnel Department for open house dates.

HMO monthly payroll deductions

	Family	Individual
Blue Cross/ Blue Shield of Greater N.Y. HMOs	$2.97	$3.09
Health Insurance Plan (HIP) of Greater N.Y.	None	None
Kaiser-Georgetown Community Health Plan	$3.22	$7.04
Prudential Health Care Plan (PRUCARE)	*	*

*to be announced

Masterminds. *Larry Mead (L), senior vice president-Technical Operations, congratulates the recent graduates of Grumman's Master Fellowship Program: (L to R) front row — Lynn Lehman, Margaret Penn, Susan Iwanski, Caroline Boss, Barbara Dion; back row — Wayne Stratford, Gus Ordonez, Steven Keck, and Jack Dragone.*

F-14 Super Tomcat tests: Purr-fect

Racking up 40 hours in the air, the Grumman Super Tomcat equipped with General Electric's new F101 Derivative Fighter Engine successfully completed its initial flight testing last week.

Designed to demonstrate aircraft/engine operability and performance, this Limited Development Program got high ratings from both program people and test pilots.

Since its first flight on July 14, the Super Tomcat has logged 25 flights — 22 by Grumman Aerospace and three by the Navy — at Calverton. The afterburners were used 445 times.

"The engines certainly lived up to G.E.'s advertisements," says Jack Hassett, Grumman's F-14/101 program manager. "The Super Tomcat met all the test objectives throughout the flight envelope."

While flying the Super Tomcat from slow landing to supersonic speeds, Grumman test pilots didn't have any problems with throttle restrictions. Chief test pilot Chuck Sewell calls the re-engined F-14 "a fighter pilot's dream."

Adds project test pilot Joe Burke, "The engine responds rapidly and positively to commands without any tendency to exceed limits. . . . Maximum thrust is truly an eye opener, in some cases resulting in over a 100 percent improvement in aircraft performance."

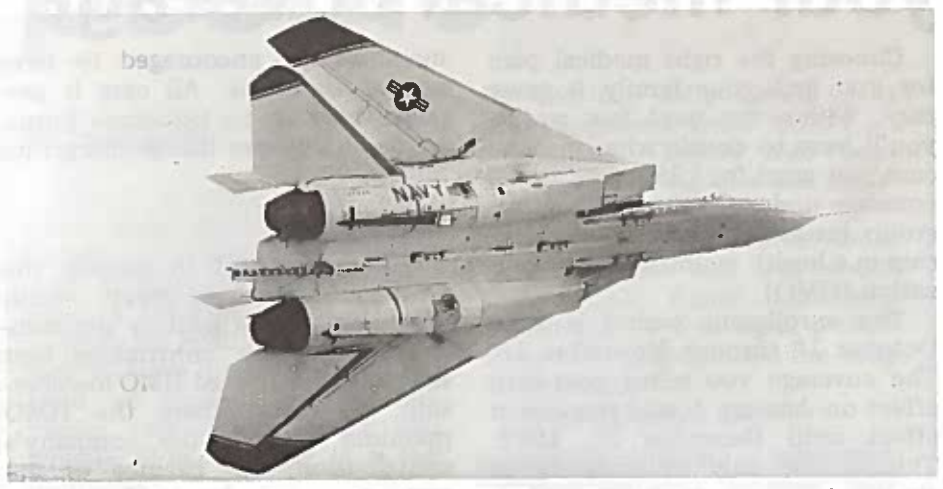
For example, during one test, a production F-14A and the re-engined Super Tomcat started side by side at 150 knots and 35,000 feet. The F101-powered Tomcat accelerated rapidly, hitting 1.6 mach as the other plane was passing 1.4 mach some six miles behind.

The new GE engine is in the 26,000 to 29,000 pound thrust division. It uses the engine core from the F101 which was developed for the B-1 bomber, and a scaled-up fan and augmentor nozzle from the F404 engine.

"Even more impressive than the flight test performance was the reliability of the G.E. engine," states Hassett. "G.E. supplied three engines for the Grumman tests. The two engines onboard the F-14 were always ready to go; we never had to use the back-up engine.

"Even though the test program was very successful, it would take years before the F101 DFE engine would be available for production aircraft," states Hassett.

Now that the Limited Development Program has drawn to a close, Grumman is preparing its oral report which will be given to the Navy in mid-October. The final written report is due in November.



Super-duper. *The F-14 with new G.E. engines tests its strength.*

General Electric reports that its F101 DFE engine is the first and most successful result of the Armed Forces' Engine Model Derivative Program. GE was awarded a 30-month contract in May 1979 as part of a cooperative plan between the U.S. Navy and Air Force for joint efforts to develop a potential alternative engine for advanced fighter aircraft.

Earlier this year, the F101 engine also underwent extensive flight testing in the Air Force/General Dynamics F-16. That test program was also highly successful.

Scholar deadline

Deadline for filing applications for the 1982 Grumman Science and Engineering Scholarship competition is November 1, 1981.

All Long Island high school seniors are eligible, as well as sons and daughters of Grumman employees. The 12 scholarships, awarded yearly, offer tuition assistance of up to $4,500 annually for four years. At least three grants each year are awarded to Grumman dependents.

Long Island students should contact their guidance counselors for applications. Those Grumman dependents living off Long Island should call the Scholarship Office, Ext. 111-2682, mail stop A10-35.

Get new assignments

A number of Grummanites received new assignments recently.

In addition to his duties as deputy director of Advanced Aircraft Systems, Robert Steele was appointed director of Advanced Aircraft Armament Systems (AAAS) Program activities. He reports to Mike Ciminera, director of Advanced Systems Technology.

A realignment of responsibilities within F-14 Program Management resulted in the following appointments:

Don Markarian is now director of F-14 Production Programs. He reports to Pete Remington, director of F-14 Programs. Also reporting to Remington is Robert Watson, the new director of F-14 Development Programs. Richard Gach has been named assistant to the F-14 Programs director.

Reporting to Markarian is Joseph Henshall, program manager of F-14 Modification Programs. Henshall's assistant program manager is Carmine Mollica.

The following people will be reporting to Watson: Joseph DeSimone, deputy director of F-14 Development Programs; John Michel, program manager, F-14 Reconnaissance Programs; Jack Hassett, program manager, F-14 Propulsion Programs; and Frank Wagner, F-14 Special Development Programs.

GRUMMAN plane news

Vol. 40, No. 18, October 9, 1981. Bethpage, N.Y. 11714